

## PORTLAND MARKETS

## Latest Quotations in the Portland Markets

Complete Market Reports Corrected Each Day Giving the Wholesale Prices of Commodities, Farm Produce and Vegetables.

PORTLAND, July 7.—The principal feature in front-street jobbing business the past week was the greatly increased trade in fruits and fancy vegetables. The fourth of July holiday season has become recognized as the time when the largest shipping demand is to be expected, and while dealers in fruits had accumulated stocks in preparation for some increase in total business, the hot weather was an incident that could not be foretold. As a result, the weather conditions coming on top of the holiday trade created an unprecedented demand that taxed the capacity of dealers to meet.

Fruits of all kinds were moved in the rush, and prices as a rule were quite satisfactory to consignors.

## Eggs and Butter.

There continues to be a very good market for all concerned in the egg market, prices being firm at 22c, which is considered reasonable to buyer and satisfactory to seller. In some quarters a half cent is named on top of the generally accepted figure. Ranch eggs are not coming in sufficiently to meet requirements, but the light receipts are being augmented by the Eastern goods, that sell side by side with the local eggs. No Portland storage eggs are being withdrawn, as far as could be learned. Butter is firmer, though there are still very heavy receipts from usual sources of supply, and some from quarters new to this trade previous to this year.

## Grain, Flour, Feed.

Wheat—Walla Walla, 71c; Valley, 73c; bluestem, 74c; red, 70c.  
Oats—White, 32c; gray, 31c.  
Corn—Whole, 22c; cracked, 22.75c per ton.  
Barley—Brewing, 22c; feed, 22.75c; rolled, 22.50c.  
Rye—\$1.50 per cwt.  
Buckwheat—\$36.00 per ton.  
Flour—Hard wheat patent, \$4.10; straight, \$3.45; graham, \$3.50; rye, \$5.00; whole wheat flour, \$3.75; Valley flour, \$3.50; \$3.65; Dakota, \$3.30; \$3.60; Eastern rye, \$3.40; Pillsbury, \$3.20; Corvalla, \$3.70.  
Middlings—Middlings, 22.50c; \$24.00; chop, \$17; bran, \$17.18; shorts, \$18.10.  
Hay—Valley, timothy, \$11.12.50; Eastern Oregon, \$15.17.50; clover, \$8.50; cheat, \$7.50; alfalfa, \$11.  
Grain bags—Foreign and domestic, 9c @ 10c.

## Produce.

Butter—Country creamery, 18c @ 20c; city creamery, 20c @ 21c; dairy, 14c @ 15c; store, 13c @ 14c; butter fat, 20c.  
Poultry—Old roosters, 9c @ 10c; hens, 12c @ 13c; fryers, 16c @ 17c; broilers, 14c @ 16c; dressed chickens, 13c @ 14c; geese, live, 8c @ 9c; dressed, 11c @ 12c; turkeys, live, 14c @ 15c; dressed, 16c @ 17c; ducks, old, 10c @ 12c; Spring ducks, 15c @ 16c; pigeons, per dozen, \$1.00 @ 1.25; squabs, \$1.75 @ 2.  
Honey—Dark, 10c @ 11c; amber, 12c @ 13c; fancy white, 14c @ 15c.  
Cheese—Young America, 13c; Oregon full cream, 11c @ 12c.  
Eggs—Fresh Oregon ranch, 21c @ 22c.

## Fruits.

Tropical fruits—Bananas, 5c per lb; pineapples, \$4.50 @ 5 per dozen; lemons, fancy, 8c; choice, 8.50 @ 9.50; standard, \$4.50 box; oranges, fancy navel, \$4 @

4.50; Med. sweets, \$3.75 @ 4.00 box; grape fruit, \$4 @ 4.50 crate; limes, 75c per 100.  
Domestic fruit—Strawberries, local, \$1.75 @ 2.25 crate; apricots, \$1.50 @ 2 crate; peaches, \$1 @ 1.25 box; plums, 1.25 @ 1.50 box; cherries, 75c @ 1.25 crate; 1.50 box; gooseberries, 6c @ 7c lb; currants, 8c @ 9c lb; red raspberries, 8c @ 9c per lb; Loganberries, \$1.50 @ 1.75 crate.

## Vegetables.

Potatoes—Fancy, old, 40c @ 45c; ordinary, in country, 40c @ 50c; jobbers' prices, 50c @ 55c per 100 lbs; new, 1 1/2 @ 1 3/4 per lb.  
Cabbage—Per lb, 1 1/2 @ 2c; cauliflower, \$1 @ 1.25 per dozen; asparagus, Walla Walla, \$1.50 crate fancy local, 40c @ 45c per dozen bunches; parsley, 25c dozen; hothouse lettuce, 50c @ \$1.00 box; head, 25c dozen; spinach, 3c @ 5c lb; cucumbers, local hothouse, 75c @ \$1.00 dozen; California, \$1.40 box; artichokes, 60c per dozen; rhubarb, 3c @ 3 1/2 lb; peas, 4c @ 5c; beans, 9c @ 10c; garlic, 10c; red peppers, dry, 20c @ 25c; Chile, 20c lb; green onions, 12c dozen bunches; green corn, 40c dozen; canteloupes, special, \$1.50 @ 2; pony crates, \$6.50 @ 7; egg plant, 40c lb.  
Onions—New California, red, 1 1/2 @ 1 3/4; red, 75c @ 1.25; beets, \$1.50 @ 2; radishes, 12c @ 15c dozen bunches.  
Tomatoes—Mexican, \$2 @ 2.25; Mississippi, \$2 @ 2.25; local, 25c lb; Summer squash, \$1.25 box.

## Fresh Meats and Fish.

Fresh meats—Veal, medium, 75 to 100 lbs, 6 1/2 @ 7; 100 to 150 lbs, 6 @ 6 1/2; 150 to 200 lbs, 5 1/2 @ 6; 200 lbs and over, 3 @ 4c; pork, 8 @ 8 1/2; hams, 7 @ 8c; beef, bulls, 3c; cows, 4 1/2 @ 5 1/2; steers, 5 1/2 @ 6c; mutton, medium size, 7 @ 7 1/2; large, 5 @ 6c; Spring lambs, 8 @ 8 1/2c.

Clams—Hardshell, per box, \$2.00; razor clams, \$2 per box.

Oysters—Shoalwater Bay, per gallon, \$2.00; Olympia, per sack, \$5.00; Eastern transplanted, \$1.00 per 100.

Fish—Crabs, per dozen, \$1.50; Shoalwater Bay oysters, per sack, \$4.00; oysters, gallon, \$2.25; halibut, 6c; black cod, 7c; bass, per lb, 20c; herring, 5c; flounders, 6c; catfish, 9c; silver smelt, 7c; shrimp, 10c; perch, 5c; sturgeon, 9c; sea trout, 12c; black bass, 25c; chinook salmon, 9c; steelhead, 8c; shad, 4c.

Sugar, sack basis—Golden C, 24.45; extra C, \$4.55; powdered, \$5.15; patent cube, \$5.30; cane, D. G., \$5.05; fruit sugar, \$5.05; beet sugar, \$5.85; C & H, \$4.95; barrels, cwt. 10c; kegs, cwt, 25c; boxes, cwt, 50c advance over sack basis (less 1c lb if paid for in 15 days).

Coffee—Mocha 24 @ 28c; Java, fancy, 26 @ 32c; Java, good, 20 @ 24c; Java, ordinary, 17 @ 20c; Costa Rica, fancy, 19 @ 20c; Costa Rica, good, 12 @ 15c; Arabica, 16c @ 18c; Lion, 14c @ 16c; Columbia coffee, 14c; Salvador, 11c @ 15c.

Rice—Imperial Japan, No. 1, \$5.95; Southern, Japan, 5c; broken, 4c; head, fancy, 7c; head, choice, 6c.

Salt—Bales of 75-lb, bale, \$1.60; bales of 60-lb, bale, \$1.60; bales of 40-lb, bale, \$1.60; bales of 15-lb, bale, \$1.60; bags, 50c; fine, ton, \$12.00; bags, 50 lb, genuine Liverpool, ton, \$18.00; bags, 50 lb, ground, 100s, ton, \$9.00; R. S. V. P., 20 5-lb cartons, \$2.25; R. S. V. P., 24 3-lb cartons, \$1.75; Liverpool lump, ton, \$10.50.

Beans—Small white, 4c; large white, 3c; pink, 3c; bayou, 4c; Lima, 6c; Mexican reds, 5c.

Nuts—Walnuts, No. 1 soft shell, 17c; No. 1 hard shell, 16c; Chile, 13c; almonds, 17 @ 18c; filberts, 16c; Brazils, 16c; pecans, 13 @ 15c; hickory, 8c; Virginia peanuts, 6c; Jumbo Virginia peanuts, 8c; Japanese peanuts, 5c; chestnuts, Italian, 14c; coconuts, dozen, 85 @ 90c.

Olive oil—California, per gallon, \$2.75; quarts, per case, dozen, \$7.25; pints, 2 dozen, \$8.50; 3-pints 4 dozen, \$9.

Figs—White, lb, 6c @ 7c; black, 6c @ 7c. Dates—Golden, 60-lb boxes, 7c; 1-lb packages, 8c; Ford, 15-lb boxes, \$1.40 box.

Candied peels—Citron, 10-lb boxes, 25c lb; 5-lb boxes, 25c; lemon peel, 10-lb boxes, 15c lb; 5-lb boxes, 15c; orange peel, 10-lb boxes, 15c lb; 5-lb boxes, 15c.

Provisions—Hams, to size, 14c; hams, picnic, 10c; bacon, regular, 18c; bacon, fancy breakfast 20c; dry salt sides, 11c; backs dry salt, 11 1/2c.

Pickled goods—Pickled pigs' feet, 3-barrels, \$5; 2-barrels, \$2.75; 15-lb kits, \$1.25; pickled tripe, 2-barrels, \$5.00; 3-barrels, \$2.75; 15-lb kits, \$1.25; pickled pigs' tongues, 2-barrels, \$5; 1-barrels, \$3; 15-lb kits, \$1.50; pickled lamb's tongues, 2-barrels, \$9; 1-barrels, \$5.50; 15-lb kits, \$2.75.

Sausage—Portland ham, 18c per lb; minced ham, 10c; Summer choice dry, 17c; Bologna, long, 7c; weinewurst, 10c; liver, 5c; pork, 9c; blood, 5c; headcheese, 12c; Bologna sausage, link, 6c.

Lard—Kettle-rendered, Tierces, 11c tubs, 11c; 50s, 11c; 20s, 11c; 10s, 12c; 5s, 12c; Standard pure, Tierces, 10c; tubs, 10c; 50s, 10c; 20s, 10c; 10s, 11c; 5s, 11c. Compound, Tierces, 7c; tubs, 7c; 50s, 7c; 10s, 8c; 5s, 8c.

Canned salmon—Columbia River, 1-lb tins, 1.85; 2-lb tins, \$2.50; fancy, 1-lb tins, \$2.00; 2-lb fancy tins, \$1.25; fancy, 1-lb tins, \$2.75; Alaska tins, pink, 90c; red, \$1.45; nominal, 2s, tall, \$2.00.

Cereal foods—Rolled oats cream, 90-lb sacks, \$7.00; lower grade, \$5.50 @ 6.50; oatmeal, steel cut, 50-lb sacks, \$3 bale; 10-lb sacks, \$4.25 per bale; oatmeal (ground), 50-lb sacks, \$7.50 per bale; 10-lb sacks, \$4 per bale; split peas, \$4.50 per 100-lb sack; 25-lb boxes, \$1.25; pearl barley, \$4.75 per 100 lbs; 25-lb boxes, \$1.25 per box; pastry flour, 10-lb sacks, \$2.50 per bale.

## Oil, Lead, Etc.

Coal oil—Pearl and astral oil cases, 19c per gallon; water white oil, iron barrels, 13c; wood barrels, 16c; eocene oil, cases, 21c; Elaine oil cases, 27c; extra star, cases, 23c; headlight oil cases, 21c; iron barrels, 15c.

Benzine—Sixty-three degrees, cases, 20c; iron barrels, 15c.

Turpentine—In cases, 86c; in wood barrels, 83c; in iron barrels, 79c; in 10-case lots, 85c.

Linseed oil—Raw, 5-barrel lots, 47c; 1-barrel lots, 48c; in cases, 53c. Boiled, 5-barrel lots, 49c; 1-barrel lots, 50c; in cases, 55c.

Gasoline—Stove gasoline, case, 24c; iron barrels, 19c; 86 degrees gasoline, cases, 33c; iron barrels or drums, 27c; 72 degrees cases, 26c; iron barrels, 20c; engine distilled, iron barrels, 9c.

Lead—Strictly pure white lead and red lead in ton lots, 7c; 500-lb lots, 8c; less than 500 lbs, 8c.

Wire nails—present base at \$2.90. Rope—Pure Manila, 14c; standard, 13c; Sisal, 11c; Lyle brand Sisal, 10c. Hops—Choice, 1905, 11 1/2 @ 12; prime, 10 @ 11c.

Wool—Valley 22 @ 25c; Eastern Oregon, 18 @ 22c as to shrinkage.

Mohair—Choice, 28 @ 30c. Tallow—Prime, per lb, 3 @ 4c; No. 2 and grease, 2 @ 2 1/2c.

Feathers—Geese, white, 35 @ 40c; geese, gray or mixed, 25 @ 30c; duck, white, 15 @ 20c; duck mixed, 12 @ 15c.

Casaca sagra (Chittim bark)—2 1/2 @ 4c.

Oregon grape root—Per 100 lbs, \$3 @ 4. Beeswax—Good, clean and pure, 21 @ 24c per lb.

Hides—Dry: No. 1, 16 lbs and up, per lb, 18 @ 19c; kip, No. 1, 18 @ 20c according to size; dry salted bulls and stags, one-third less than dry flint; low grades, 2 @ 3c per lb less; salted, steers, 60 lbs and up, 10 @ 11c; under 50 lbs, steers and cows, 9 @ 10c; stags and bulls, 7c; kip, 15 to 30 lbs, 10c per lb; veal, 10 to 14 lbs, 11c; calf, under 10 lbs, 11 @ 12c; green, unsalted, 1c per lb less; sheepskins, shearings, No. 1, 25 @ 30c; short wool, No. 1, 40 @ 60c each; medium wool, No. 1, 1 1/2 @ 2 each; murray pelts, 10 to 20 per cent less; horse hides, salted, \$1.50 @ 2.50, according to size; dry, according to size, \$1 @ 1.50; colts, 25 @ 50c each; Angora, woolled, 30c @ 1.50; goat, common, 15 @ 20c each.

## Seed.

Clover, red, per 100 lbs, \$15.50; do mammoth red, \$16.50; do Alayke, \$16.00; do white, \$18.50; alfalfa, \$15.00; timothy, \$5.50; English rye, \$8.00; Italian rye, \$8.50; Kentucky bluegrass, \$15.00; Bromus inermis, \$13.00; orchard grass, \$14.75; red top, \$12.00; vetches, \$3.50; field peas, \$3.00.

## Building Material.

Lime \$1.50 per bbl; imported cement, \$3.75 per bbl; California cement, \$3.50 per bbl; wood fiber plaster, \$14 net, per ton; plaster of Paris, \$3 per bbl; plastering hair, 3c per lb; firebrick, \$42.50 per M; fire clay, \$20 per ton; metal lath, 19 @ 25c per yard.  
Common rough, per M, \$13.00; dimension sizes, \$12.00 @ 14.00; sidewalk and street, \$10.00 @ 12.00; stepping, \$30.00 @ 32.00; flooring, \$15.00 @ 32.00; rustic, \$18.00 @ 28.00; ceiling, \$18.00 @ 28.00; finishing, \$18.00 @ 28.00; paving blocks, \$14.00; laths, \$2.00 @ 2.25; cedar shingles, \$2.10.

## An Alarming Situation

frequently results from neglect of clogged bowels and torpid liver, until constipation becomes chronic. This condition is unknown to those who use Dr. King's New Life Pills; the best and gentlest regulators of Stomach and Bowels. Guaranteed by Charles Rogers, druggist. Price 25c.

## A CAPTAIN IN THE RANKS.

(Continued from page 3)

producing more coal now than we can market."

"How is that? I don't understand. Your order book—which I looked over today—shows orders a full month ahead of shipments, besides many canceled orders, countermanded because not filled promptly enough to satisfy the customers. You're superintendent as well as engineer. I wish you'd try to clear up this puzzle."

"Oh, it's simple enough. The railroad people won't furnish us cars enough. I could ship a hundred cars tomorrow if I had the cars, but I haven't got 'em, and I can't get 'em."

"Do you mean that you are offering coal as freight to this railroad and the road is refusing it?"

"Yes, that's about it. I've asked for cars and can't get 'em, except a few each day."

"Do the other mines along this little branch railroad have the same trouble?"

"There is only one other mine on this line."

"Well, does it encounter the same difficulty in marketing its coal?"

"No—at least not to so great an extent. You see, somebody there is standing in with the railroad people. I suppose they've had a little block of stock given to them—the railroad people, I mean. So the Quentin mines get all the cars they want, and we get only their leavings."

"Well, now, Mr. Davidson, I give you this order: Set to work at once and bring out every ton of coal you've got ready in the mine. There'll be cars here to haul it when you get it ready. Good night, Mr. Davidson. I'll talk with you another time about the other matters. I have a good deal to do tonight, so I can't talk further with you now."

Davidson went out after a grudging "Good night." Duncan did not yet know or suspect, though he was presently to find out, that to Davidson, also, the proprietors of the rival mine were paying a little tribute as a reward for silence and for making trouble.

Duncan sat for an hour writing letters. One of them was addressed to the general freight agent of the little railroad on which the mine was situated. It read as follows:

Within six days I shall have 100 carloads of coal at the mouth of this mine, ready for shipment upon orders. After that time I shall have about sixty carloads ready for shipment each day. Please see to it that an adequate supply of cars to move this freight are not tracked here on time.

Duncan signed that letter with all needed circumspection. The signature read:

For the Redwood Coal and Iron company, Guilford Duncan, manager and attorney at law and in fact for the company.

That subscription was intended as an intimation.

When on the next afternoon the general freight agent, who had several times met Duncan at Captain Hallam's house, read the letter his attention was at once attracted, precisely as Guilford Duncan had intended that it should be, by the elaborate formality of the signature.

"So Hallam's got that smart young man at his work, has he?" the freight agent muttered. "Well, we'll see what we can do with him." But he deliberately waited till 9 o'clock that night before responding. Then, opening the telegraph key at his elbow, he called Duncan, and Duncan, who had learned telegraphing, as he had learned many other things, as a part of his equipment for work, promptly went to his key and answered the call. The general freight agent spelled out this message:

"Simply impossible to furnish cars you ask. Haven't got them."

Duncan responded:

"The Quentin mine gets all cars needed. We demand our share, and I shall insist upon the demand."

The reply came:

"I tell you we can't do it. I'll run down to your place tomorrow or next day and explain."

"Don't want explanations," answered Duncan. "I want the cars."

"But we simply can't furnish them."

"What if I refuse?"

"Then I'll adopt other measures. But you won't refuse."

"Why not?"

"Because I know too much," answered Duncan. "I shall send to you by special messenger on the train that will pass here within an hour a letter making a formal tender of the freight. I make that tender by telegraph now, and you may as well accept it in that way. Your road is a chartered common carrier. Your lawyers will advise you that you cannot refuse freight formally tendered to you for carriage unless you can show an actual inability. In that case you must show that you are doing your best by all shippers alike; that you are treating them with an equal hand. You perfectly well know you are not doing that. You know you have cars in plenty. You know you are deliberately discriminating against this mine and in favor of its rival. I make formal demand on behalf of the company I represent for all cars needed for the shipment of this freight. If they are not forthcoming, as you say they will not be, I give notice that I will dump the coal by the side of your loading side track and leave it there at your risk. Good night." And Duncan shut off the telegraph instrument and devoted himself to the preparation of his letter of demand.

It should be explained that the young

man was not "making a bluff"—in the figurative phrase of that time and country—when he telegraphed in this way to the general freight agent. He had his facts well in hand. As soon as Davidson's intimation had come to him to the effect that the railroad officials were "standing in" with the proprietors of the Quentin mine he had telegraphed for Joe Arnold to come to him by a train that would arrive at midnight. Joe Arnold was a detective of rare gifts and, incidentally, a reporter on a Chicago newspaper. Captain Will Hallam often had occasion to employ Joe and thus Duncan had come into acquaintance with the young man's peculiar abilities for finding out things.

To this man, when he came by the midnight train, Duncan said:

"I must know who are the stockholders in the Quentin mine, both those of record and those whose names do not appear on the stock books. If possible I must know also what each stockholder actually paid for his shares. You must hurry. I must have this information by noon tomorrow. You'll need to use money, perhaps. Here's stake for expenses. Come back on the noon train tomorrow."

And Joe Arnold came back, bringing with him quite all the information that Guilford Duncan wanted and considerably more, for he brought with him transcripts of all the correspondence that had passed between the railroad people and the mine proprietors, including a dispatch which the general freight agent had sent a little after midnight that morning to Napoleon Tandy, saying:

Hallam has got that sharp young fellow Duncan at work, and, as you are aware, he knows his business and his rights. I'm afraid he'll make a formal proffer of freight and a demand for cars. I wish you could come here, but of course you can't so long as you wish your stock holdings in that mine down there and your relations with us to be kept secret. Please telegraph any instructions you may wish.

That dispatch, of course, had been sent not from the mines, but from the general freight agent's office in another town. But there were always men in those days who were deeply interested to learn what was going on among the masters of finance, and one of these overcurious ones was a certain telegraph operator. It was his practice to take off the wires whatever dispatches there might be passing between Napper Tandy and the railroad people.

Thus it came about that Joe Arnold brought to Guilford Duncan a mass of accurate and detailed information which enabled him to take the high hand in his telegraphic controversy with the general freight agent when that person, late in the evening, called him up on the wire in answer to his letter, received the night before. Thus was Duncan armed cap-a-pie for the telegraphic controversy. And thus it came about that during the next six days there were a hundred cars shunted to Redwood side tracks, where they were rapidly loaded with the coal output of the Redwood mine.

(To be continued)

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